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Definitions

- Airport Noise Zone (ANZ):** An area of land surrounding the airport within which noise levels are equal to or greater than DNL 65 dBA.
- Code of Maryland Regulations (COMAR):** requires MAA to control development in areas where noise levels are DNL 65 dBA or more.
- Decibel (dBA):** An exponential unit of measurement of sound pressure adjusted for the human ear's response to particular frequencies.
- Day-Night Average Sound Level (DNL or Ldn):** A descriptor of 24-hour noise that assigns a nighttime penalty.
- Sound Exposure Level (SEL):** A term used to describe noise from a single event. It takes into account both the maximum level (Lmax) and duration of the event.

This report was prepared by the Maryland Aviation Administration Division of Noise, Real Estate and Land Use Compatibility Planning. For further information, please call 410.859.7375.



Summary

This report provides a review of the aviation noise abatement program for the second quarter of 2015 (April 1 to June 30). Included in this report is information on jet aircraft operations, observance rates for noise abatement procedures, complaints received about aircraft noise, and community outreach efforts by the Maryland Aviation Administration (MAA). Information on noise levels at permanent noise monitoring sites will be provided in future reports when new noise monitors are installed.

- Average daily jet flights were approximately 625 per day during the 2nd quarter of 2015, compared to 588 per day for the 2nd quarter of 2014.
- Night-time operations averaged 96 per night for the 2nd Quarter of 2015, compared to 79 per night for the 2nd Quarter of 2014..
- A total of 300 calls and e-mail complaints were made to the Noise Office during the 2nd Quarter of 2015 compared to 130 calls/e-mails during the 2nd Quarter of 2014.
- The Airport operated in west flow operations for 64 percent of the time during the 2nd Quarter of 2015.

Aviation News Items of Interest

- The MAA Office of Business Relations and Towson University radio station WTMD 89.7 teamed up to bring live and recorded music to the Baltimore/Washington International Thurgood Marshall (BWI Marshall) Airport terminal. BWI Live features concerts on the last Friday of every month on the lower level near baggage belt 5.
- Major construction on the BWI Marshall D/E Connector Program will be underway in the near future. This major program work will improve customer service while adding capacity to meet the growing demand for international service.
- The Office of Regional Aviation Assistance (ORAA) recently completed its 2015-2016 Maryland Airport Directory. The publication highlights the 36 public-use aviation facilities serving Maryland with an aerial photo, airport diagram and data for each airport. Copies are available at www.marylandregionalaviation.aero/content/publications/index.php or you may call 410-859-7065 to request a copy.

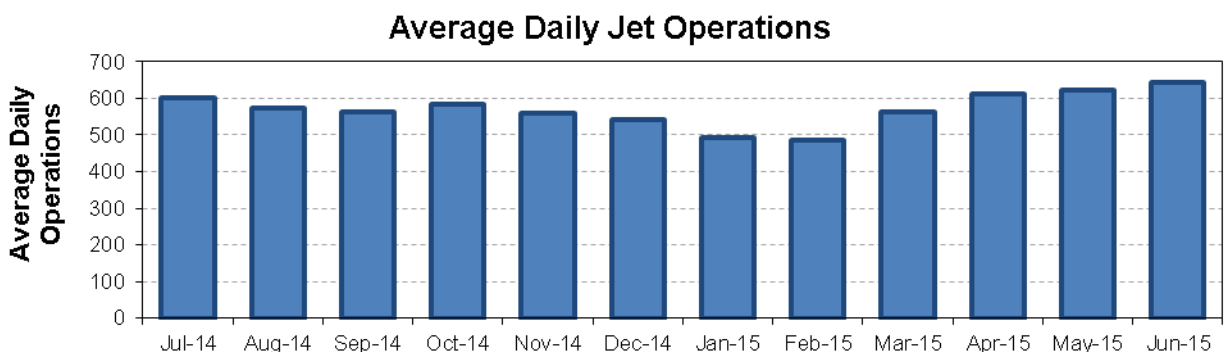
Airport Operations

This section presents information on the level of operational activity at BWI Marshall, including air traffic levels by jet aircraft, runway use, and flight corridors.

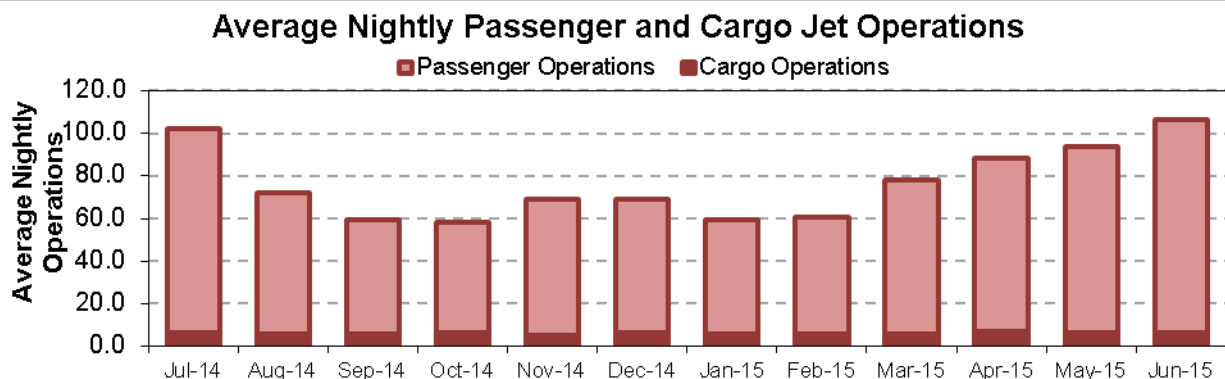
Overall Activity Levels and Nighttime Activity

The graph below presents the average number of daily jet flights at BWI Marshall, including all arrivals and departures by business jets and air carrier aircraft. The figure also presents data for the preceding nine months, for a twelve-month total.

The average daily number of jet operations during the 2nd Quarter of 2015 was 625 as compared with 588 in the 2nd Quarter of 2014. Overall traffic levels were approximately 6.3% higher than the same period during 2014.



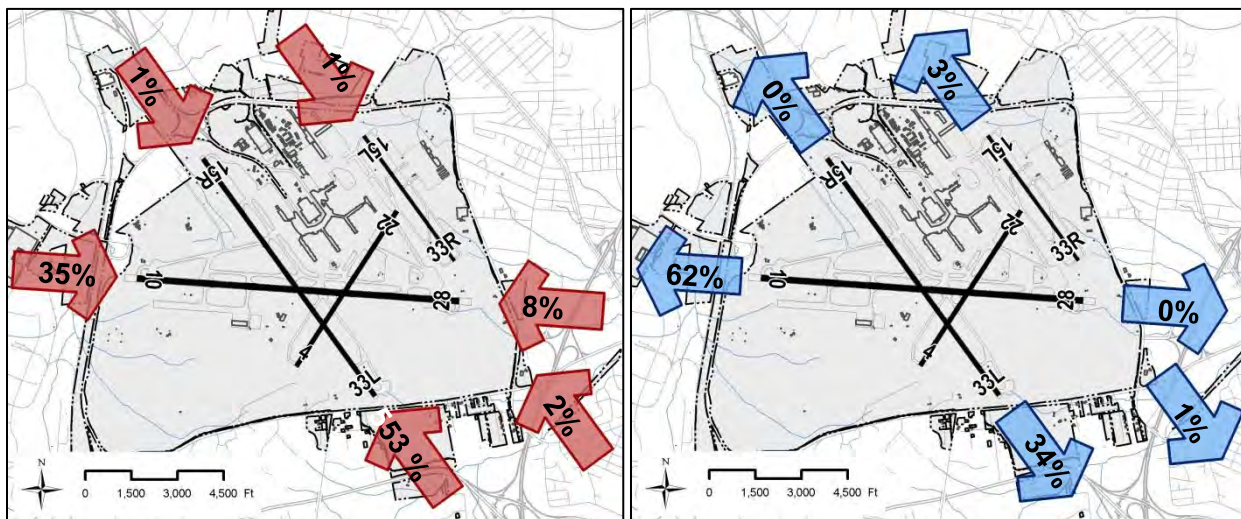
The following figure presents nighttime air carrier, business jets and cargo jet operations. At BWI Marshall, a nighttime operation is defined as an arrival flight or departure flight that occurs between the hours of 10 pm and 7 am. The average number of nighttime jet operations was approximately 96 per night during the 2nd Quarter of 2015 which was 21.6% higher than during the 2nd Quarter of 2014. The average number of nighttime cargo operations was approximately 7 per night during the 2nd Quarter of 2015, compared to 6 per night during the 2nd Quarter of 2014.



Runway Use

The MAA maintains a preferential runway use program to minimize the aircraft noise impact on neighboring communities. For noise abatement purposes, west flow (aircraft departures to the west) is more desirable since a smaller population is impacted by aircraft noise when BWI Marshall operates in a west flow direction. Prevailing wind speed, direction and weather factors determine the direction of air traffic flow. Aircraft usually take off and land into the wind to meet safety and operational requirements.

The figures below show all jet¹ runway use for the 2nd Quarter of 2015. During east flow, all jet aircraft primarily depart from Runway 15R and arrive on Runway 10. During west flow, all jet aircraft normally depart from Runway 28 and arrive on Runway 33L. Historical trends result in annual average west flow of about 70%.



All Jet Arrival Runway Use, 2nd Quarter 2015

All Jet Departure Runway Use, 2nd Quarter 2015

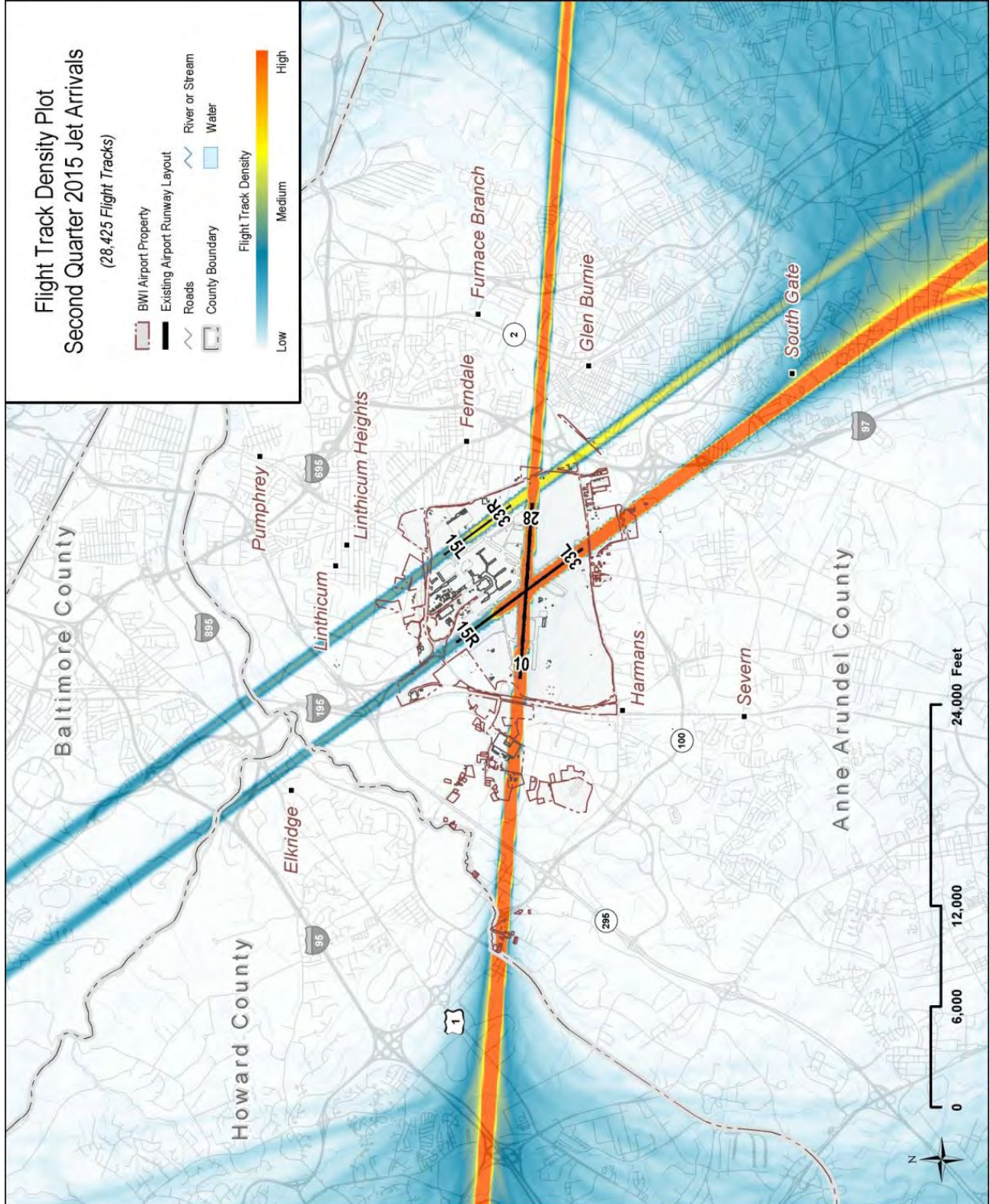
Flight Corridors

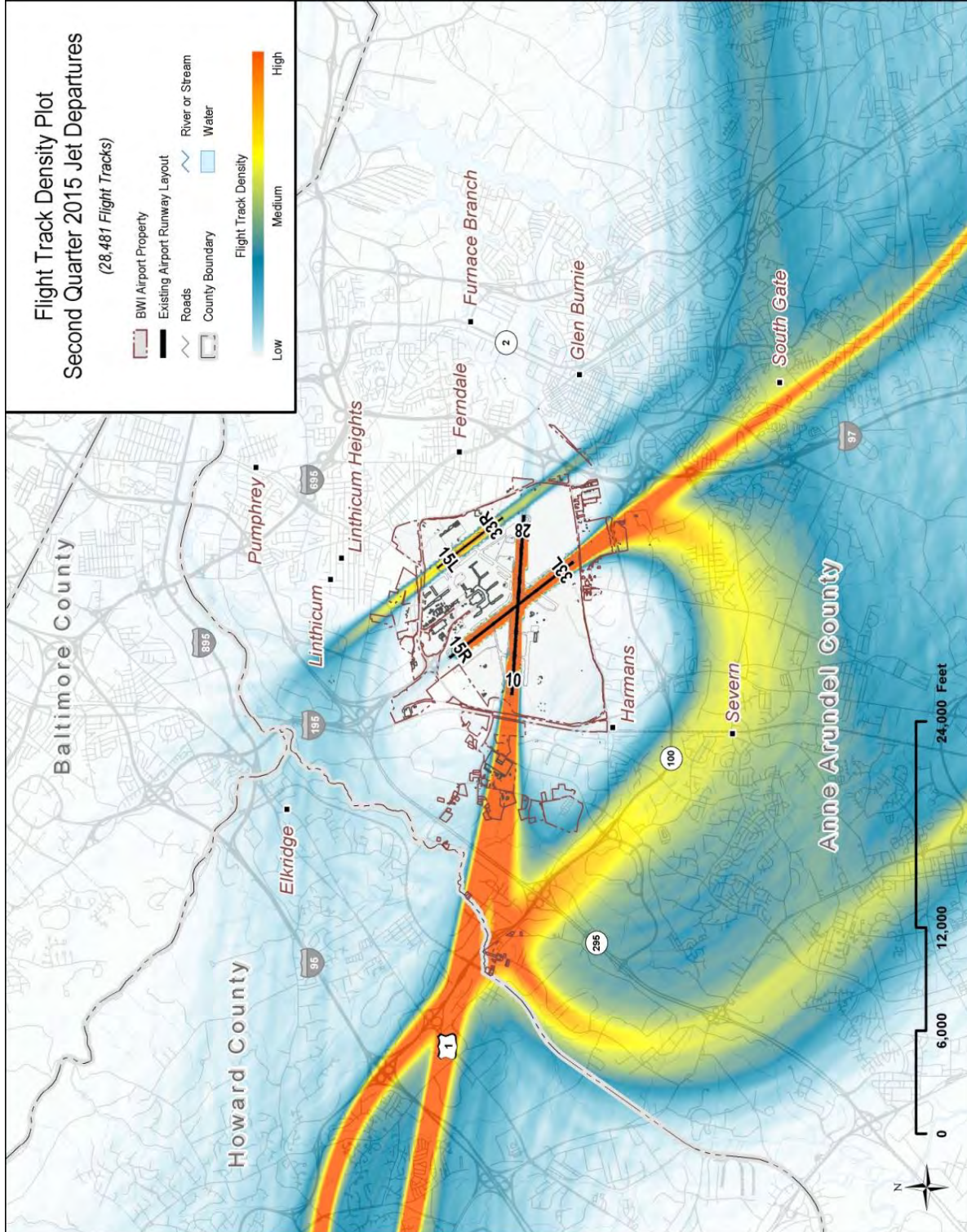
The following figures depict the flight corridors at BWI Marshall for the following conditions and groups of aircraft as derived from BWI Marshall current noise and operations monitoring systems:

- All jet arrivals
- All jet departures in west flow
- All jet departures in east flow

These “flight track density plots” use color gradations to depict the flight track geometry, dispersion, and relative frequency of air traffic. The color ranges are assigned based on the relative density of aircraft operations during the 2nd Quarter of 2015.

¹ “All jet” includes commercial air carrier as well as private (corporate) jet aircraft.



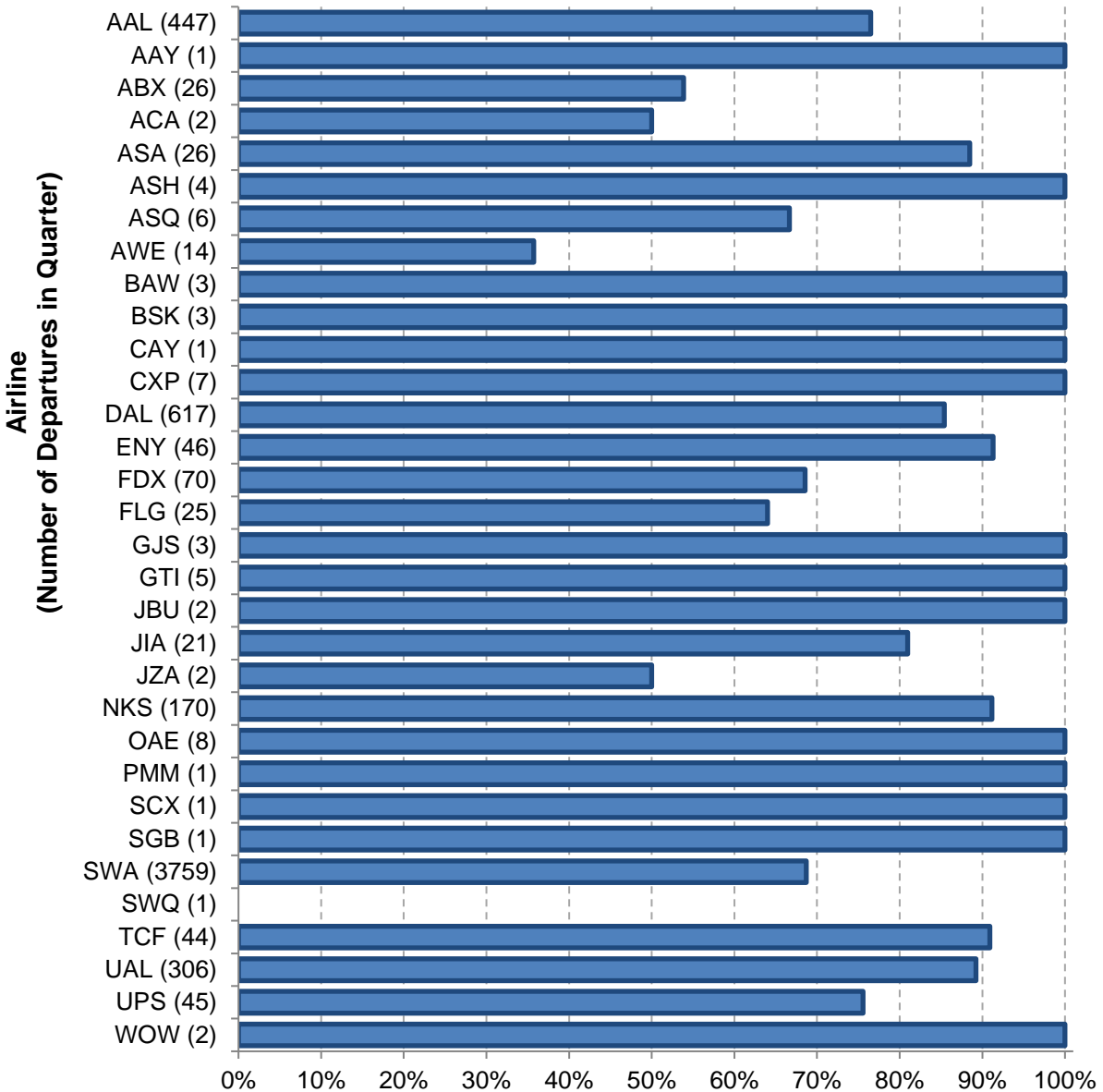


Observance of Noise Abatement Procedures

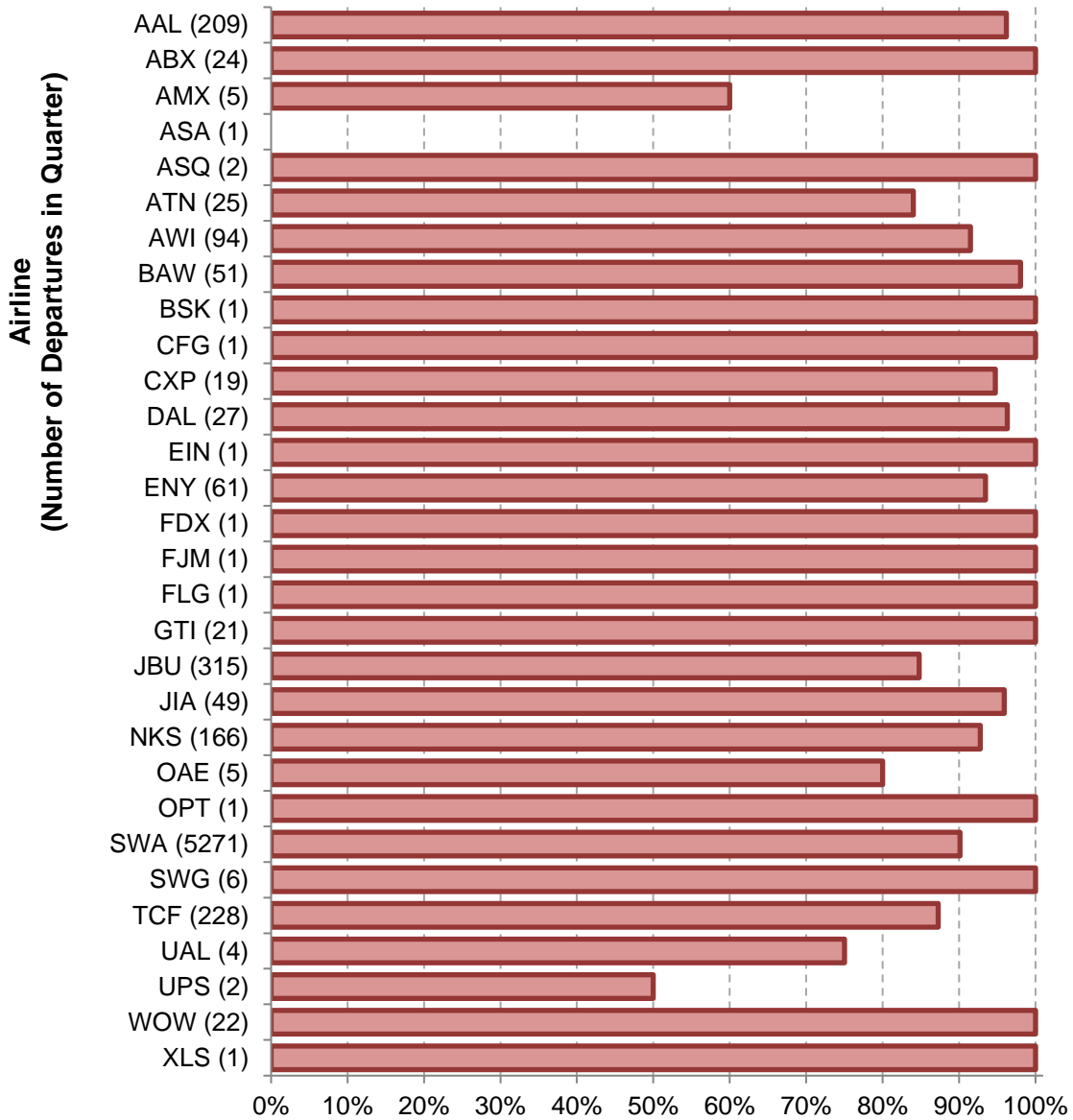
In order to encourage on-going compliance with the voluntary noise abatement procedures developed for BWI Marshall, a *Quarterly Airline Performance Report* is generated for the major carriers and cargo operators. Data is obtained from our noise and flight track monitoring system and the two noise abatement procedures of most interest to the local communities are evaluated. These procedures are:

1. Runway 15 Right departures initiating their right turns at, but not prior to, 1 DME
2. Runway 28 departures initiating their turns at, but not prior to, 3 DME
3. The following graphs show the percentage of flights for each airline which comply with each of the two procedures. DME stands for Distance Measuring Equipment, and is measured slant range from the navigational aid located near the center of the Airport. One DME equals one nautical mile.

**Percentage of Runway 15R Departures
Turning Beyond 1 DME - Second Quarter 2015**



**Percentage of Runway 28 Departures
Turning Beyond 3 DME - Second Quarter 2015**



Outreach

The MAA engages in on-going efforts to enhance the level of communication and interaction between the Airport and area residents. The MAA Community Outreach Programs encourage the exchange of information between the MAA and local community groups and residences by providing a contact point for listening to and responding to Airport-related community concerns. These programs also supplement the efforts of the BWI Marshall Neighbors' Committee to promote the active participation of local residents in Airport issues.

The Division of Noise, Real Estate and Land Use Compatibility Planning monitors services provided to the local community to promote public education, communication and the number of responses to requests for portable noise monitoring. Specific services or activities provided by the MAA and the Noise Office are listed below, along with the number of events or reports.

Public Education & Activities –2nd Quarter 2015

Committee/Community Meetings	2
Community Noise Monitoring Reports	1
Airport Zoning Permits	61
Mailings	0

Community Enhancement Grant Program

Maryland Senate Bill 276 established an 11-member "Citizens Committee for the Enhancement of Communities Surrounding Baltimore/Washington International Thurgood Marshall Airport." The intent of this legislation is to provide some benefit to those citizens living in communities impacted by the daily operation of BWI Marshall by allowing them the opportunity to apply for grants for transportation-related projects such as sidewalks, speed humps, street lights, etc. These communities must be located within the most recently certified Airport Noise Zone or within two miles of the outermost noise contour.

The Community Enhancement Grant Committee met on June 3, 2015. One grant was submitted and approved for funding. The total amount awarded was \$67,500.

The 2nd Quarter 2015 specific grant information is as follows:

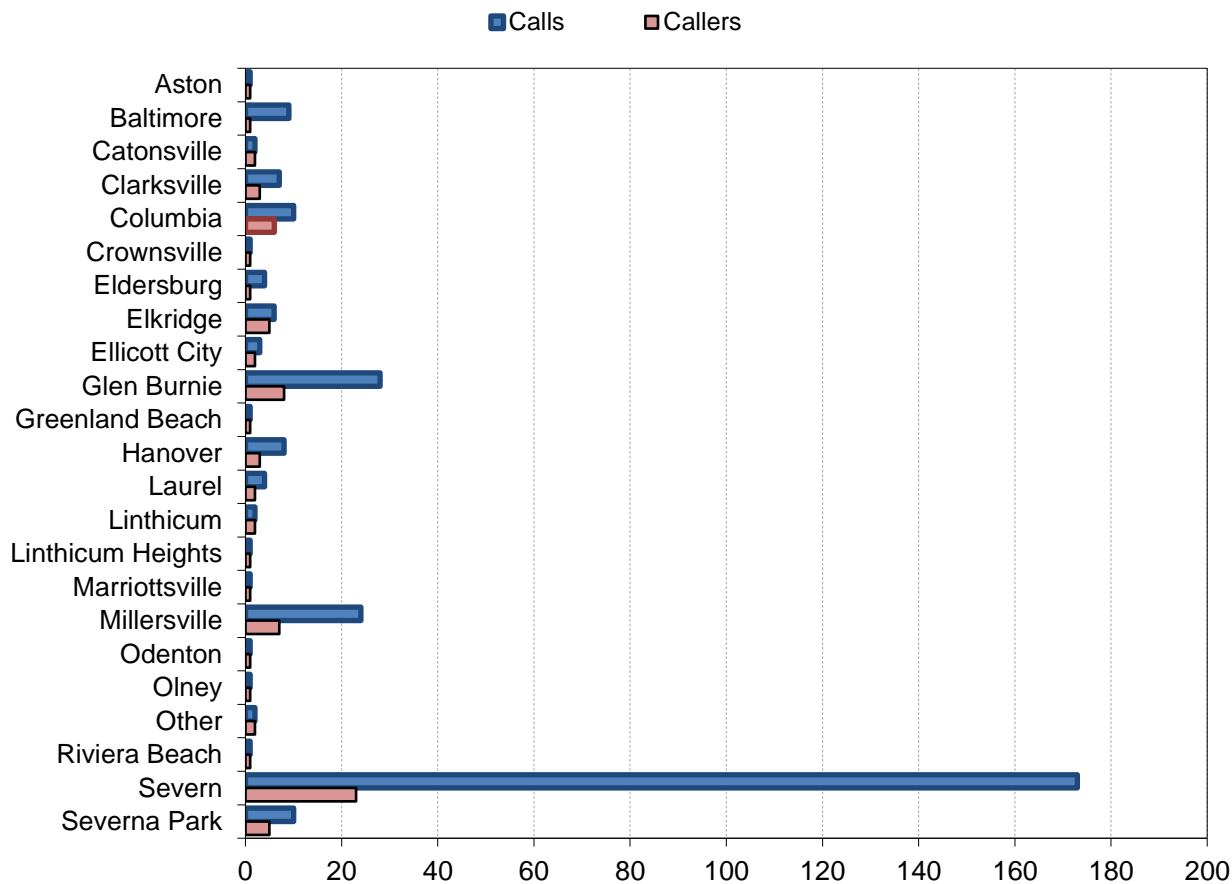
- Grant #15-08 Millrace Property Owners Association \$67,500; Milling and asphalt paving of four (4) courts in the community (Gearing Courts East and West and Grain Courts East and West).

Airport Noise Hotline Calls

The MAA maintains a 24-hour Airport Noise Hotline at 410-859-7021. Staff is available during normal business hours to discuss aircraft noise concerns directly with callers. Voicemail is available for recording noise concerns at night and on weekends. The graph below shows the number of calls, e-mails and callers per community for the quarter.

There were 300 calls (80 callers) during the 2nd Quarter of 2015 compared to 130 calls during the 2nd Quarter of 2014.

Number of Noise Calls and Callers per Community



300 total calls

BWI Marshall Neighbors Committee

The BWI Marshall Neighbors Committee was established in December 1983 and serves as a liaison between the Airport and the surrounding communities to ensure continuing and timely discussion of mutual airport and community interests. The Committee serves as a forum for exchanging information, ideas and suggestions. Examples of interests include, but are not limited to:

1. Ground access (highways, light rail, etc.),
2. Long-range transportation planning issues,
3. Operational changes (construction, maintenance and air traffic control),
4. Noise abatement and other environmental issues,
5. Parking and ground transportation; and
6. Land use planning.

The BWI Marshall Neighbors Committee consists of the following groups:

- Columbia Council (*inactive*)
- Greater Elkridge Community Association
- Elmhurst Improvement Association
- Glen Burnie Improvement Association
- Glen Burnie Park Civic Association (*inactive*)
- Ferndale Area Community Council
- Greater Pasadena Council (*inactive*)
- Harmans Civic Association
- Linthicum/Shipleigh Improvement Association
- Severn Improvement Association
- Timber Ridge Improvement Association

Airport Noise Zone

The Maryland Environmental Noise Act of 1974 provides for the protection of citizens from the impact of transportation related noise. The aviation portion of the Act requires the MAA to create a certified Airport Noise Zone (ANZ) to control incompatible land development around BWI Marshall and a Noise Abatement Plan (NAP) to minimize the impact of aircraft noise on people living near the Airport. An ANZ and NAP were first established for BWI Marshall in 1976. Both were updated in 1982, 1988, 1993, 1998, and 2007. The latest update to the ANZ became effective on December 22, 2014.

The ANZ is determined by a composite of three noise contours: a base year contour, a five-year forecast, and a ten-year forecast. The largest of the three contours in any area around the Airport determines the outline of the ANZ, thereby offering protection within the largest of the existing or future noise contours.

The contours depict the Day-Night Average Sound Level (DNL) around BWI Marshall. Both the State of Maryland and the FAA require the use of the DNL metric by all airports conducting environmental studies. The FAA also requires the use of its standard computer model known as the Integrated Noise Model (INM) for developing noise contours. The current 2014 ANZ is depicted on the following page.

Noise Monitoring Program

The MAA operates a permanent noise monitoring system that operates 24 hours per day, seven days a week. The noise monitoring equipment in place at BWI Marshall was installed in the late 1980's and is approaching the end of its useful life due to the age of the equipment and the inability to obtain replacement parts. Once a new system is installed, we will resume the presentation of noise data by tables and graphs.

